



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Item 1 – Public Comment for May 2021
DATE: May 19, 2021

For the May TPB meeting, the board received 100 comments. TPB staff has consolidated all of the comments that came via email into this memo. There are also 3 additional letters that are attached at the beginning of this memo. This document will be available to the public and all members of the board and can be found at mwcog.org/TPBmtg.



May 18, 2021

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear Chairman Allen and Members of the Transportation Planning Board:

The Northern Virginia Transportation Alliance urges you to reject any resolution either requesting a delay in the region's required four-year Long-Range Transportation Plan update and accompanying Air Quality Conformity Analysis or requiring Transportation Planning Board staff to develop a new, currently undefined scenario for Air Quality Conformity Analysis that does not match the land use, transportation projects, and programs currently proposed by TPB member jurisdictions.

While the Transportation Planning Board has already submitted a request to delay this process, numerous MPOs across the country last year were denied the same opportunity when they requested delays due to the pandemic. The reason given was that the agency did not have the authority to grant this delay. While the TPB has not yet received a response, the legal authority to approve a delay has not changed. Delaying this process without federal confirmation could jeopardize the TPB's ability to complete this process in a timely manner and block important regional multimodal transportation projects from receiving federal funding and approvals.

In addition, there is currently no alternative plan for TPB staff to analyze. While there might be "strategies" and "goals" – TPB members have not reached agreement on what the specific projects and priorities in the alternative scenario should be.

Should we take out every single roadway improvement project? Is there agreement to eliminate free parking in every Activity Center in the region? Should we increase the price of gas to \$7/gallon? What land use changes should be made, and do local leaders agree to rewrite their comprehensive plans next year to match these changes?

Identifying these projects and priorities takes time and needs to reflect some level of agreement and buy-in from local elected officials. Otherwise, developing a new scenario for the Air Quality Conformity Analysis that will never come to pass is a completely meaningless waste of valuable time and resources. It takes nine months just to produce the regular Air Quality Conformity Analysis, which reflects reality and has actual data. Assuming that TPB staff will unilaterally develop an alternative scenario that local leaders will agree to, and then having staff squeeze an extra nine-month process into just a few extra months is impractical,

unrealistic, and extremely likely to produce a poor result. If your goal is to truly reduce greenhouse gas emissions and improve the DC area's air quality, this is not the way to do it.


Furthermore, TPB ran an analysis of aspirational transportation strategies during the 2017 Long Range Planning Task Force that included their impact on carbon emissions and vehicle miles traveled. That analysis showed that the Regional Express Lanes Network produced the same carbon reduction benefits as the region's entire Commuter Rail Network upgrade – including a new Long Bridge, more VRE and MARC service, etc. In that study, no individual project-based transportation strategy – except for the Metrorail Core Capacity Expansion at 2% - produced a greater than 1% reduction in carbon emissions or VMT.

Climate change is an important threat that needs to be addressed, but it should be done in a thoughtful, data-driven way that earns the support of every local government in our region. Pushing through a rushed, poorly drafted resolution calling for a Long-Range Transportation Plan that is completely detached from reality is not the way to tackle one of the greatest challenges facing our community.

Therefore, the Alliance urges you to treat this issue with the seriousness and thoughtful planning that it deserves by rejecting the proposed resolution.

Thank you for your time and consideration of this important matter.

Sincerely,

A handwritten signature in black ink that reads "Jason Stanford". The signature is written in a cursive, flowing style.

Jason Stanford
President

May 19, 2021

Dear Chair Allen and TPB Board members:

You have the opportunity to create a better Visualize 2045, not next time, but now. The region's residents and future generations are counting on you, and climate science says that we can't delay anymore. At last week's COG Board meeting, **TPB Director Kanti Srikanth said in regard to climate change and Visualize 2045 that "Every option needs to be pursued as expeditiously as possible to attain our 2030 goal."** We agree.

193 of the 199 public comments submitted to TPB ask for sustainable and equitable transportation investments that prioritize non-auto modes, including land use and demand management strategies. This is consistent with the COG Voices of the Region survey.

Please note these two key findings in today's presentation on **TPB's Climate Change Study Phase 1 Report:**

- **"At the regional and local levels, the studies show that land use policies that bring housing and jobs closer together and closer to transit reduce both GHG emissions and vehicle travel. Travel demand policies such as teleworking are also effective at reducing GHG emissions and vehicle travel and are also cost-effective."** and that **"In contrast to most of the vehicle-related strategies, many of these policy actions can be implemented in a shorter timeframe contributing to critical near-term GHG reductions."**
- The memo notes the promise of the Transportation and Climate Initiative (TCI), and we agree. However, the TCI Program will only reduce on-road emissions by 7% by 2032. TCI clearly states that substantial reductions depend on jurisdictions, including MPO's like TPB, adopting "complementary policies."

Given Director Srikanth's statement that every option needs to be expeditiously pursued, we are stunned by the staff response to the public comments -- that the proposed project list with \$40 billion in highway and road expansion projects is generally consistent with and advances TPB's climate and equity goals, and that it is not as relevant to regional climate efforts.

That is simply not possible. Road expansion fuels more driving and spread out development and diverts billions of dollars from investing in transit and TOD to reduce emissions and address the region's racial and economic inequity.

TPB's own studies show we can avoid much proposed highway expansion if the region adopts effective travel and greenhouse gas reduction strategies, which are travel demand and land use policies that focus jobs and housing in walkable areas near transit, and expanding transit investments.

Thank you.

Stewart Schwartz
Executive Director

Bill Pugh
Senior Policy Fellow

**STATEMENT OF ED RICH, PRESIDENT
GREATER FARMLAND CIVIC ASSOCIATION
National Capital Region Transportation Planning Board
May 17, 2021**

Chairman Allen and Members of the Transportation Planning Board. I am the president of the Greater Farmland Civic Association, which represents over 900 homes in the Old Farm, Tilden Woods, Hickory Woods, and Walnut Woods neighborhoods, directly abutting the twelve-lane highway that is Interstate 270.

We strongly support removal of the I-270 P3 toll-lane project from the update to Vision 2045, the TPB's Long Range Transportation Plan. This plan will not only have a substantive negative impact on our community, but also won't solve the problem of traffic congestion. It is a half-baked attempt to solve a problem for which there are many more thoughtful and thorough solutions than just adding lanes to encourage the continued use of single occupancy vehicles for getting around the region. It's high time for all of us to stop relying on asphalt and concrete as a solution to our region's traffic congestion and to seriously address ways to bring our region into compliance with federal air quality health standards.

As the then Chair of the Metropolitan Washington Air Quality Committee, Brandon Todd, noted in his introduction to the October, 2020 report, *Improving The Region's Air*: "air quality monitors show that people in the region continue to breathe unhealthy air on too many days. There is still more work to be done to reduce pollutant levels to achieve the region's shared goal of no unhealthy air days and protect the public's health. Each of us can help. Individuals can keep driving to a minimum, use transit, telework, walk, bike, or carpool...."

We note that Governor Hogan has abandoned plans to widen the Beltway east of its intersection with I-270. We applaud this decision. However, this action is not enough.

The failure to complete an Environmental Impact Statement with respect to the I-270 P3 toll-lane project is unacceptable. Furthermore, a 50-year contract severely limits Maryland taxpayers' ability to act nimbly to find new solutions to traffic and environmental degradation problems in a period of time that a recent United Nations scientific report has called crucial to preventing the worst consequences of climate change. Focusing only on the possibility of giving some commuters (only those who can afford to use a toll-lane) a faster drive to work appears tone-deaf and shortsighted. This is particularly true now when, due to the Pandemic, many have discovered the benefits of teleworking and will strive to continue to do so, once the worst of the Pandemic is behind us.

We have looked at what other states have done to combat traffic congestion, and fail to understand why Maryland and the region cannot be more progressive in its thinking. Locking into a very long-term contract and failing to focus on transportation methods that promote equity and environmental responsibility will not help make the region attractive to businesses. No one will want to move to a region that fails to respect its more economically vulnerable

citizens and fails to protect our fragile environment.

We strongly believe that the Planning Board needs to consider a comprehensive approach that makes other modes of transportation more accessible, affordable, reliable and viable alternatives to the private vehicle and that encourages the creation of employment centers and opportunities, along with affordable housing options, along the I-270 corridor at major transit hubs and telework options to reduce the need for numerous residents to drive to and from work.

We thank you for your consideration and urge you to do right by our residents and all regional residents by removing this project from the Long Range Transportation Plan.

PUBLIC COMMENTS RECEIVED

Dear Mr.Allen,

I am writing today to request that the Metropolitan Washington Council of Governments (MWCOG) remove the 1-270 P3 toll lane project from the long range plan.

My husband and I have lived in Woodley Gardens in Rockville for over 45 years and are deeply committed to supporting the best interests of our local community, the City of Rockville, the State of Maryland, and the Metropolitan area as a whole.

We are therefore extremely concerned about the proposed I-270 toll lane project. If executed it would be detrimental to the environment, the life of the local community, the economy of the City of Rockville and a burden on taxpayers across the State of Maryland.

We strongly urge that the 1-270 P3 toll lane project be removed from the long range transportation plan.

Respectfully,

Judith R. Covich

Mr. Allen,

I am writing to ask you not to include the proposed I-270 expansion in the TPB's long-range transportation plan. If the expansion went forward it would be a boondoggle for Maryland taxpayers and it would go against the state's established climate and emissions goals. Also it would not even accomplish it's stated purpose of easing traffic congestion - it would make congestion in the project area much worse.

Is that worth spending tens of millions of dollars and destroying chunks of neighborhoods and public spaces in Montgomery County? This plan is all downside, unless you're the developer who gets the contract.

Regards,
Hannah Wald
Rockville, MD 20850

Dear Mr. Allen,

I urge you to remove the I-270 P3 toll-lane project from the project plan. This project is bad for our community, for Rockville, and is bad for the taxpayers. This project will disrupt the lives of many who live in Rockville and the surrounding communities.

Respectfully,
Brenda Mara

In considering the long-range transportation plan, please consider citizen opposition to the poorly planned and ever-changing I-270 toll lane plan. Each time a portion of the plan is shown to be environmentally unsound, fiscally regressive, and promoting financial benefit of large companies at the cost of resident taxes, the plan changes. Even this current, more limited plan has these faults and is a disaster we would be visiting on our children. I grew up in Montgomery County--I remember our first, slow lap around the just-completed Beltway. Don't permit this plan to damage a thriving, changing, Montgomery County. Where and how we work is changing--the I270 tech corridor, a reverse commute from that to DC, continues to grow. Traffic south has diminished over the past year. The future of commuting is unknown.

Don't promote global warming and pollution by a misguided focus on profiting from automobile traffic.

We deserve better--put the people who live here above the interests of outside large firms looking for easy profit.

Sincerely yours,

Judith Falloon and Lee Helman
Bethesda MD 20817

Please to remove the I-270 P3 toll-lane project from the plan. It's bad for our community, for Rockville, and for Maryland taxpayers!

Rochelle Wilder

As a 72 yo decades long resident of Rockville, I adamantly urge the TPB to **remove** the I-270 P3 toll-lane project from the plan. This project is bad for affected community, for Rockville, and for Maryland taxpayers, particularly all who use I-270. Traffic will be worse during and after construction, on and off the highway. This will be exacerbated by new interchange

ramps and alternative configurations of existing ramps, ramp metering, variable speed limits, and lane adjustments.

I am appalled to learn that there will be no interconnections between managed and free lanes; I-270 would become a “highway within a highway.” This highway design will not allow drivers in the general lanes to transition directly to the toll lanes and vice-versa. To move between toll lanes and general purpose lanes, it will be necessary to exit the highway, meander through local streets, and then re-enter at an access point to the desired lane. Access to the toll lanes has been designed with the specific intent of making it as hard as possible to switch between tolled and untolled lanes. To maximize the operator’s revenue and make the project feasible, it is necessary to force anyone who wants to use the toll lanes for any part of the journey to use them for their entire journey on that highway.

The plan to convert Gude Drive and Wootton Parkway (both of which I use extensively) to toll lane access roads will considerably increase traffic, noise, and pollution and will impact surrounding neighborhoods as well as those of us who use those roads regularly to cross I-270 (so not just to get on it).

Again, I adamantly urge you to delete the I-270 P3 toll-lane project from the plan.

Well wishes and take care,
Marianne Follingstad
Rockville, MD 20851

I am writing you to please REMOVE THE I-270 P3 lanes from the agenda. This whole project is detrimental to our Woodley Gardens neighborhood and to our community.

Please help us maintain the sense of community and unity in our area without tearing out homes and businesses to make way for this project.

Thank you for your consideration

Christy Koenig
536 Anderson Ave, Rockville, MD 20850

Dear Chair Charles Allen,
Please remove the I-270 P3 toll-lane project from the long-range transportation plan. This project is terrible for Rockville and for the taxpayers/voters of Maryland. I’m following this

closely and am upset at a project that has zero benefit to my family but will certainly raise my taxes (as these projects always do) and will hugely damage the environment.

Thank you for your consideration,

Wayne Breslyn
Rockville, MD 20851

Dear Mr. Allen,

This email is to respectfully ask that the TPB remove the I-270 P3 project from its long range transportation plan. The current version of this proposal to widen 270 and add toll lanes has been rammed through despite objections from those citizens who are impacted. The process has been very flawed from the beginning, with an obvious contractor awardee from the start, who participated in the process and who hired staff from the governor's office. There was no serious discussion of any alternatives other than adding toll lanes.

In addition, there is extensive evidence from other projects in other states (as well as from adding lanes to 270 itself in the past) that adding lanes relatively quickly simply leads to more traffic and congestion again, since the underlying issues of controlling growth or of providing other methods of transportation than cars are not addressed. I would also point out that in any for profit toll lane scheme, the only successful business plan is to keep people using the toll lanes. If the plan really relieves congestion in the free lanes, then people have no incentive to pay the tolls.. So, to be successful financially, the free lanes MUST remain congested. So, it's not a public solution.

Finally, I would point out that with COVID-19 there has been a huge increase in telecommuting and a decrease in traffic on commuter roads. There is every indication that the government and business world has found that in many, if not most, cases teleworking is very successful. It also saves money by not having to rent office space. So many commentators are suggesting widespread telecommuting may persist after the pandemic. Given this unexpected factor in reducing traffic on 270, it seems like the wrong time to commit many years and many millions of dollars to widening the road, based on pre-pandemic data. It might be wiser to wait and see if there is still a problem that needs solving at that level before locking into that solution.

I hope the TPB can see their way to removing the I-270 P3 project from the long range transportation plan, given its many flaws, and that it may also become an obsolete solution given current events.

James M. Ostell
Rockville, MD



Dear Mr Allen,

I am writing to you to stop all progress on P-3, the widening of 270 and 495. Not only are they bad for the environment, they are outdated and bad for Rockville and Maryland as a whole.

The whole process has been flawed and left in the hands of A committee of three two of whom stand to profit from the transaction.

Please remove P- from your agenda and allocate the money to a more worthy and ethical cause.

Thank you,
Deborah S Bienstock

Dear Transportation Planning Board Chairman Charles Allen:

I am writing to urge you to remove the I 270 P3 toll lanes from the long range transportation plan and adopt less damaging and costly alternatives to improve traffic flow. The P3 addition of these toll lanes will severely increase the logjam of traffic for all except those who are able and willing to pay exorbitant fees. I am a resident of Rose Hill Falls in Rockville, Maryland. Projections reveal severe increases in traffic flow throughout mine and surrounding communities. While the full extent of the environmental damage has yet to be revealed, plans also show widening will directly remove natural berms and stream flow bordering our community and the Watts Branch stream system.

The history of P3 agreements is dismal, as demonstrated by the difficulty of completing the Purple Line. There is recent evidence that Transurban used unrealistically low estimates of transportation costs to secure the winning bid. These will be passed along to taxpayers should the project fail.

I would urge you to consider less costly and destructive traffic management plans, such as lane reversals during peak rush traffic times and making the most of the current footprint for widening lanes. The true bottleneck develops north of the I370 intersection. This plan does nothing to address this. It only increases the inequity of transportation costs by worsening conditions for those who cannot pay.

Please give this request serious consideration.

Carol Starr
Rockville, MD 20850



Dear Chairman Allen and TPB Board,

Please pull the P3 for adding toll lanes to I-270 OUT of Vision 2045. I ask this for many reasons, and will list just a few here:

1. It is a very inequitable plan and will CREATE congestion in the general lanes.

- a. It makes the bottleneck on northbound I-270 worse, as it would have 7 lanes feeding into two.
- b. It creates a new bottleneck where the new toll lanes would feed into the unchanged I-495 lanes.
- c. It makes the lanes which remain “free” much more congested than they are now because:
- d. It removes the HOV lanes, which are only HOV 15 hours a week (ex. Northbound HOV lane is only HOV 3:30-6:30 M-F. The rest of the time they function as general purpose lanes.) So in effect, 91% of the time, there will be one less general lane.
- e. More congestion leads to more accidents which lead to more congestion.....
- f. Only very wealthy commuters will be able to use the toll lanes regularly, as rush hour tolls will be well over \$2/mile!
- g. Trucks will use the general lanes, as research shows they avoid tolls. This makes the general lanes less safe!
- h. Additional accidents due to trucks will FURTHER congest the general lanes.
- i. Carpooling will be reduced, adding to congestion. The HOT lanes will get less HOV users than our current HOV lanes:
 - It is more difficult to find 2 extra riders for HOV-3 than 1 extra rider for HOV-2
 - Access to the HOT lanes will be limited, adding further commuting time just to get on them.
 - Currently drivers can get into the HOV lane as soon as they get on, wherever they get on. That will end.

2. It is bad for the environment and bad for our health.

- a. It promotes use of Greenhouse gas emitting autos rather than mass transit, teleworking, biking.
- b. The health of thousands of people living, working, being educated and playing sports near I-270 will be endangered.
- c. It will create serious stormwater runoff problems - both environmental and financial.
- d. It will destroy well-established green buffers, which add beauty, help clean the air and reduce noise.

3. It is truly disastrous for the City of Rockville.

- a. Traffic will be increased through Rockville city streets as people make their way to and from the new toll road entrances.
- b. The city will bear huge expenses for mitigating increased traffic and new traffic patterns
- c. The city will bear huge expense upgrading the stormwater management system to handle more runoff.
- d. The local streams our children play in will be more polluted from construction runoff and stormwater runoff.

- e. The 5+ years of construction will make getting from the side west of 270 to the side east of it slow and hazardous.
- f. The 5+ years of construction will add noise, silica dust and other health and sleep-jeopardizing pollution to Rockville, Gaithersburg, Bethesda and Potomac citizens living near I-270.
- g. The County Court system and businesses in downtown Rockville and Rockville Pike will be disrupted, as people will have difficulty getting to them during the 5+ years of construction.
- h. Many residences will lose parts of their backyards, according to MDOT's maps. In some cases this would make their backyards unusable and homes unlivable. And the Limits of Disturbance shown by MDOT may be underestimated.

4. It will open the door for Transurban, the lead P3 company MDOT selected, to create new bottlenecks, and then convince MDOT to sign more contracts to relieve the bottlenecks by widening I-495 as they originally planned. They have done this in Virginia and Australia. This is their business model. They are patient. Letting them build the toll road on I-270 is like letting the proverbial camel's nose under the tent.

5. Building with a P3 is more expensive in the long run. Not only would toll revenue which could be going to the state of Maryland, go to private investors, but for 50 years Transurban would have control over local decisions for I-270 and roads near it, due to non-compete clauses buried in the voluminous contracts. They would prevent helpful changes

6. Putting this "highway within a highway" down the middle of I-270 is opposed by nearly all the local elected officials in Montgomery and Prince Georges Counties, from the Mayor and City Council of Rockville to the Montgomery County Executive, to the President and entire Montgomery County Council, to the Mayor of College Park and many other mayors in Prince Georges County, to the entire District 17 state delegation (Rockville and Gaithersburg) and many other state legislators, and on and on. There is much opposition in Frederick County now, too, as people are becoming aware of the projected cost of the tollroad and the increased congestion in the free lanes.

6. It is the opposite of what we should do to tackle Climate Change.

7. Montgomery County has much more equitable solutions for traffic relief on I-270, which are also less destructive, less expensive and more climate-friendly. Relieving the bottleneck in the northbound lanes by widening I-270 north of I-370 would alleviate evening rush hour congestion. Adding reversible lanes would help with rush hour congestion - if it ever reappears. (Teleworking has been so effective and popular, this may never be needed.) Some other traffic relief measures are incentivizing the continuation of teleworking (if needed) and providing more mass transit options, such as more MARC train service, dedicated bus lanes, and more.

8. If the American Legion Bridge is to be widened, it should include enough space and support for rail. Our long-term regional plan should connect the entire metropolitan region

with efficient, environmentally friendly rail. **And Maryland should finance it traditionally, with help from the federal government. If there are to be tolls, they should be controlled and reaped by the taxpayers.**

THANK YOU very much for reading all these reasons for removing the line about widening I-270 south of I-370 from the Vision 2045 plan.

And please replace it with fixing the northern portion of I-270, and adding more transit options, including rail over the American Legion Bridge.

Very Sincerely,
Sally Stolz
Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.)
Rockville, MD 20850

Dear Mr. Allen,

I urge you and the rest of the TPB to remove the I-270 P3 toll land project from the long-range transportation plan for metropolitan Washington. This ill-conceived plan overcommits the state to a plan that sends our tax dollars not only out of state, but out of the country.

Invest in transit opportunities that will reinvest our dollars in our communities. Plan for ways to facilitate alternative transportation alternatives and encourage businesses to locate around the area, not just in our overcrowded DC streets.

Very truly yours, Clare Callaghan
Rockville, MD.

Dear TPB Chair Charles Allen,

We are writing to urge you to remove the I-270 P3 toll lane project from your transportation plan. We have lived near 270 in Rockville for over 30 years. Widening 270 would be a fiasco. Widening the highway would destroy trees and green spaces forever and would create more greenhouse gas emissions at a time when Maryland and the federal government are committed to reducing greenhouse gas emissions. It is absolutely the wrong strategy for the future of transportation in Maryland. It is imperative that we focus on making public transit, including Metro, MARC and buses, meet commuter needs more effectively.

Widening 270 would create an unnecessary financial burden for Maryland taxpayers. The idea that P3s do not cost the public any money is absolutely untrue. For example, the Washington Suburban Sanitary Commission estimates that moving the water and sewer



pipes would cost up to \$2 billion. P3s are incredibly risky. In Maryland we know what happened to the Purple Line and do not need to repeat that. I do not know anyone who would be willing to pay exorbitant, ever-rising tolls which means that the P3 would definitely pull out.

Widening 270 would be a major mistake. There is strong public opposition to this project for many valid reasons. It is time to stop this disastrous plan.

Sincerely,

Rebecca and Mitchell Batt
Rockville, MD 20850

Dear Mr. Charles Allen,

Our family has been long time residents of Montgomery County, MD. My husband has grown up here and has lived in Montgomery County for over 50 years. As we contemplate where we see ourselves in our retirement years to come, we are taking into consideration I-270 and the possibility of making that a toll lane project. This is bad for our community and it is bad for the MD Taxpayer who commutes to work on a weekly basis not to mention bad for the traffic and congestion a toll lane will create.

We urge you to say NO to yet another way of taxing Montgomery County residents. Enough is enough!

Regards,
Lynette Jacobxs

Mr. Allen,

I'm writing to urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan. Full disclosure, I do not live in Rockville but my church on Nelson St. borders I-270. (I am not speaking on behalf of the church.). I feel the project will be bad for Rockville and for Maryland taxpayers and that it will not achieve the claimed traffic congestion reduction.

Robert Bailey
Brookeville, MD

Charles,

I am writing to urge the Transportation Planning Board to remove the I-270 P3 toll-lane project from the plan. As a former resident of Rockville--right by 270 in Regent Square, I can guarantee you it will disrupt that community and nearby neighborhoods that are model communities. To me, that whole area of the City of Rockville is one of the remaining neighborhoods where there is a real sense of community, where people know each other and where services are well integrated in terms of social life and safety.

Additionally, I am sure when the project fails as it did so miserably in Virginia, Maryland taxpayers are going to be saddled with heavy tax burdens. Small businesses are already leaving for Virginia and other areas because taxes are so high. Are you willing to create even more financial burden on the people of Maryland?

The impact on the environment in terms of noise and air pollution makes no sense. Let's spend the time, effort and money on finding ways to make the area a model of environmental care and intelligent traffic control as we move forward.

Thank you,

Christine Malich

6701 Democracy Blvd #150A
North Bethesda, MD 20817

Dear Chair Allen:

The Metropolitan Washington Transportation Planning Board (TPB) is about to vote on its long-range transportation plan. **I urge you to remove the I-270 P3 toll-lane project from the TPB's long-range transportation plan.** Now that I-495 is off the table, there is still nothing transformative in this plan and transit is still nonexistent.

This P3 is not fiscally, environmentally, or socially responsible. It fails to make transit a high priority and to consider other roadway improvements, such as reversible lanes. The project is a setback to the Council of Government's (COG's) environmental efforts and the 2030 Climate Resiliency Goals. It is also contrary to COG's efforts to lead the way in racial and social justice. The tolls will be unaffordable for the vast majority of drivers, and state taxpayers are likely to be required to subsidize the private contractor for construction funding shortfalls and operational deficits.

This P3 is a fifty-year financial commitment which offers no benefit to anyone except a private entity whose sole responsibility is to their shareholders. I ask you to remove this project from those listed under the Maryland Major Highways in the Visualize 2045 plan.



Thank you.
Linda Rosendorf

Dear Mr. Allen:

We are writing to urge you to remove the I-270 P3 toll-lane project from the long range transportation plan the TPB will be voting on. We currently live very close to the west sound wall of 270 and our entire community would be greatly negatively impacted by the project. We believe it is a bad plan for many communities, for Rockville and for Maryland taxpayers. It is one thing if it seemed like a worthwhile and useful plan but it does not seem that it will accomplish the goal of improving traffic overall.

Please do what is best for the people of Rockville and the Maryland taxpayers and remove this project from the transportation plan.

Sincerely,
Drs. Tom and Miki Darling

Chairman Allen:

I urge you and the Transportation Planning Board to **remove** the I-270 P3 toll-lane project from the plan. This project adversely affects multiple communities, including my own with pollution, increased traffic, and loss of critical businesses. More toll lanes will not solve the transportation problem.

Re-evaluation of the need is warranted. After more than a year of many businesses working remotely, commuter volumes will be reduced as businesses reduce their real estate footprint and liberalize remote work to retain employees seeking to save time and expense of commuting.

Thank you.

Anne Trontell, MD, MPH

We need to find transportation solutions which are responsive to global climate change and the increase in telecommuting started by the pandemic. Building more highway lanes is the wrong answer.

Zachary Levine
Rockville, MD

I understand that the Metropolitan Washington Transportation Planning Board (TPB) is about to vote on its long-range transportation plan. I urge you to remove the I-270 P3 toll-lane project from the long-range transportation plan, as the project will negatively impact my community, Rockville, and Maryland taxpayers and will do little to alleviate traffic. In addition, after seeing the tolls for a similar project in Northern Virginia, it is clear that the people to benefit will be only those wealthy enough to pay high tolls. Please go back and find solutions that work for everyone.

Virginia Hulme
Rockville, MD

Dear Mr. Allen,

I urge you to remove the I-270 P3 toll-lane project from the plan that the Transportation Planning Board will issue. This project will severely harm our Rockville neighborhood that borders I-270. The plan is environmentally unsound. It is a road for the rich, not for everyday residents of Rockville. The only sound path forward is improved public transportation. Further, for those who can work from home commuting should be penalized. If we do that no further widening is needed.

Thanks you,
Noreen Bryan
Vice President,
West End Citizens Association
Rockville, Maryland

Dear Mr. Allen:

How does pouring more concrete for 495 and 270 fit in with zero carbon emissions? We have no time to lose in saving the climate. Tailpipes are now our region's number one source of carbon emissions. We need to organize ourselves so we need fewer private cars, not more.

Building more roads is tunnel vision when it comes to the big picture. Please consider.

Matt Wald
Friendship Heights

Dear Chairman Charles Allen,

With all my respect to you and our governing body,

I am not supporting widening of 270

Widening of I-270 will not reduce traffic congestion even for short time do to construction, and will become a moving parking lot from the moment as major works began and we start driving as much as before COVID-19. It is easy to predict that new businesses and population will increased simultaneously.

Please take to consideration the **prevailing wind** witch is blowing from the North-West, from I-270 direct to the City of Rockville, it will bring more pollution and noise from vehicles and the road, and my community is a first frontier.

In addition to all, it will increase my bills and taxes (Due to all above: I will be against of this project even it lowers my taxes).

Creating tolled lanes will help only the richest ones and they, naturally, will care less about rest of us, they will get an easy pass.

Public transportation is the solution.

It will reduce for all traffic congestion, accidents, pollution, and stress.

I am against rework of 270.

I am for public transportation.

Regards,

Yefim Bargman

Rockville, MD 20850

I-270 P3 toll lane is bad for you, our community, our nature, our people's hard-earned money and your tax-payd salary. It is bad for cities and communities around I-270 who are disturbed by current situation and it could continue with bad plan about I-270. So please, take in consideration our plea and act against. You can do it for all of us, we know that you are able to be on smart side and do not approve I-270 P3 toll lane project plan!

I understand there will be plans made for transportation in Rockville Maryland by 5/18/2021.

Any plan to widen Rte. 270 is destructive to Rockville and Maryland. Plans must be made for Mass transportation options traduce the flow of traffic in our congested area.

I have been resident of Rockville since 1971. My home backs up to Rte. 270. I have lived here for 42years. In the 1980's Rte 270 was widened quirk collector distributor lanes brining the highway closer to our neighborhood homes. The traffic came and now there are plans to widen Rte. 270 again.



This will never stop! We need tomato serious plans for mass transportation in Montgomery County to stop the ever increasing amount of ads on the road.

Please stop any plans to widen Rte 270!~

Thank you.

Carolyn Huard

Dear Chair Charles Allen,

I am asking you to please remove the I-270 P3 toll-lane project from the long-range transportation project. This project is a poor plan that will be bad for the Rockville residents in terms of the impact it will have on their communities and is bad for the Maryland taxpayers who will have to pay for some of the expensive improvements that will need to be made for this project to be accomplished. It will cause traffic to get backlogged in the Rockville area and won't offer the relief it is supposed to be trying to remedy.

Sincerely,
Diane Arcieri

Dear Mr. Allen:

I am writing to urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan. The plan will not work to relieve traffic on I-270 for any appreciable length of time. Traffic will be a mess within another two or three years, if that, much like it has been after past expansions of the highway. This plan is bad for my neighborhood and surrounding communities/residences/businesses; it is bad for the city of Rockville; and it is bad for Maryland taxpayers. And it won't solve a thing.

Thank you.

Nancy Winchester
Rockville MD 20850

I am writing to continue objecting to the planned widening of 270 between the beltway and 370. This is the very last man standing in this years long effort to destroy neighborhoods and saddle MD taxpayers with 50 years of debt and tolls. Beltway residents successfully fended off this intrusion. I guess those of us who live along 270 don't have enough political clout to do the same. The traffic situation could look very different post pandemic. The only area that really needs widening is north of 370, where the lanes diminish yet growth has

exploded. I don't want more traffic in my neighborhood, more noise, and years of construction. I don't want to have to navigate a 14 lane highway...12 is bad enough. I don't want tax dollars going toward toll lanes only the wealthy can afford to use. I don't want another Purple Line fiasco. And I especially object to Trans Urban, which has a long history of imposing exorbitant fines on drivers. I don't know why Hogan is so hell-bent on this, but I suspect it has less to do with traffic than with ego. He will be long gone while we residents must live with it.

Donna Lenahan
Rockville, MD 20850

Please remove the I-270 P3 toll-lane project from the long-range transportation plan. The project is bad for Rockville and for Maryland taxpayers.

--Susan

Dear Mr. Allen,

I am writing to ask that the TPB remove the I-270 P3 toll-lane project from the plan. It would do more harm than good.

According to MDOT's own publications, the proposed HOT/Lexus lanes would be absolutely unaffordable for the vast majority of motorists. Average rush hour cost per mile is estimated (by MDOT) to be well over \$2. That means driving r/t from I-70 to the Beltway would cost over \$130!

These proposed lanes would be nothing more than a semi-private highway for the wealthy. Yet they would be built on a public right-of-way. They would only further the division in our already fractured society. The 'optics' of luxury sedans whipping past the commoners stuck in the general lanes are not good.

There are plenty of other reasons to scratch this project, most of which I'm sure you are familiar with. One is the monumental, world-class traffic jams that the construction would cause. Another is that, due to the COVID lockdown, a transition to more people working from home on a permanent basis is predicted, so traffic volume will be less.

Thank you for your consideration.
Sherman Johnson

Transportation Planning Board remove the I-270 P3 toll-lane project from the "I-270 Managed Lanes Plan."The actual plan has devolved to one that is ridiculously complex for motorists and worse, exceedingly expensive. It is utterly unacceptable that there will be no interconnections between managed and free lanes. This highway design will not allow



drivers in the general lanes to transition directly to the toll lanes and vice-versa. To move between toll lanes and general lanes, it will be necessary to exit the highway, meander through local streets, and then re-enter at an access point to the desired lane. Access to the toll lanes has been designed with the specific intent of making it as hard as possible to switch between tolled and un-tolled lanes. To maximize the operator's revenue and make the project feasible, it is necessary to force anyone who wants to use the toll lanes for any part of the journey to use them for their entire journey on that highway! This is totally crazy! As a RN – know that this will become a very serious safety issue!

Additionally the new access points that will be added to provide entrance to these toll lanes are going to cause tremendous changes in the traffic volume of local roads. This is just a huge unnecessary fiasco that will not solve any problems, hurt the communities and greatly impact state finances (that cannot bear the cost) and the environment.

The economic devastation from this is and will be long-lasting. Taxes in Montgomery County are very high and we are already absorbing two of Governor Hogan's folly's: The Purple line (taxpayers are projected to pay over \$800,000 to finish the Purple Line and unexpected costs could be billions) and the waste of \$9,464,389 million for useless Covid-19 tests that have never been used. ([Very few of Maryland's coronavirus tests from South Korea have been used so far. Here's why.](#)) Additionally, per the Baltimore Sun on May 4, 2021 "The governor has been criticized for his extensive investments, with some watchdog groups questioning whether he has conflicts of interest, particularly when making decisions about road construction near his company's projects. [At least two ethics complaints have been filed about the governor's business dealings](#), but the ethics commission has not made public any decisions about them." Governor Hogan seems to be planning to leave Marylanders destitute with poor decisions – this road debacle among them.

This combined with economic losses from the pandemic are already profound. We absolutely cannot take on any further tax burden at this time. This will also negatively impact new business moving to Montgomery County.

Let me conclude by stating that I trust that the TPB will consider these points carefully and act in the best interest of the citizens of Maryland to remove the I-270 P3 toll-lane project from the "I-270 Managed Lanes Plan."

Regards,
P.J McDonald

Dear Chairman Allen,

I am a resident of Rockville MD who will be severely impacted by the current plans to widen I-270. I have followed the project details closely, and do not support what is being proposed and decided. Additionally, important information and viable alternative proposals have been ignored throughout the process.

I feel that the project is being rammed through without appropriate review and consideration and ask you to help prevent it.

I urge you to please **remove** the I-270 P3 toll-lane project from the plan. The project is irreversibly bad environmentally, fiscally, and geographically for both Rockville and the entire area, as well as for all of Maryland taxpayers.

Sincerely,
Martha Till

The one question I could not get a straight answer on:

Why would the state of Maryland be investing on infrastructure that does not bring anything back into Maryland? All this project really does is make it easier for people to work out of state (either DC or VA). So does it not really hurt the economy of Maryland and the companies in Maryland when we providing better means for them to work elsewhere. Improving the Beltway makes sense, to allow transport between the counties of Montgomery, Prince Georges, Calvert. But I-270 changes just take jobs and revenue out of our state.

Also, if the plan moves forward, could we not find a U.S. based company to run the tolls. Does the Buy American federal mandates not apply here?

v/r,
Albert Martinez
albert_martinez@verizon.net

Mr. Allen,

I am writing today with the hope you may be willing to listen to the voices of yet another Montgomery County family who will be negatively impacted should you allow the I270 P3 project to proceed. Widening and taxing/tolling 270 would be a detriment to the area infrastructure, quality of life, and devastating for local businesses and families.

The proposed traffic relief would be minimal in comparison, if effective at all. Since this project was proposed, the world and the needs of the region have shifted dramatically and this project should not be considered worthwhile let alone crucial. The recent change in project scope shows how this, perhaps once an ambitious and forward-thinking project, is no longer a viable option for how to spend current and future tax dollars.

Please also keep the abysmal and embarrassing performance of P3 contract commitments in our neighboring Virginia in mind as you vote.

Thank you for taking the time to consider my appeal.

Sincerely,
The Friend family

To Whom It May Concern,
TPB Chair Charles Allen

My name is Steven Pazan - proud father of two young girls, dedicated husband to a wife that grew up in Woodley Gardens, and supportive medical personnel to the Maryland Area.

We have lived in Woodley gardens for only two years and it was the best possible move for our family.

We have an established neighborhood crew of youngsters that enjoy our backyard gardens and wildlife areas, running, playing, and exploring.

This project is bad for your community, for Rockville, and for Maryland Taxpayers.

On several occasions there are awful smells of exhaust and pollution from the constant traffic on GUDE which our backyard backs up to especially during high traffic times. In addition the noise pollution at times is deafening with the earth berm and trees not being able to buffer the already dense traffic noise of air brakes from 18 wheelers, SUVs, and other vehicles.

I have consulted with the Rockville Forestry team to evaluate what we can do to improve the beautification, natural noise reduction techniques, and organic purification improvements of adding trees - but there is only so much that can be done.

If GUDE is opened up as a vein into 270 it will negatively impact our community with both noise, wildlife, and pollution concerns.

I invite you to come out and break bread with our family and neighborhood to experience how your decision will impact those who live in our neighborhood.

V/R
Steven Pazan

Dear Mr. Allen,

I write as a 42-year resident of Rockville to urge you to have the I-270 P3 Toll-lane Project removed from the long-range transportation plan.

I believe this action is urgently needed and that a program reset must take place. It cannot proceed in its current form – especially given the plan’s complete rewrite one week ago! – because of the many risks and dangers involved.

I will be happy to follow up with details to support my request.

Please, please consider how Rockville has been ignored in the whole MDOT-SHA process, and yet Rockville will bear the brunt of the negative impacts while receiving no benefits whatsoever.

Thank you for your consideration.

Respectfully,

Andrew Gallant
664 Azalea Drive
Rockville, MD 20850

Hello Mr. Allen.

I'm writing to urge the Metropolitan Washington Transportation Planning Board to remove the I-270 P3 toll-lane project from its upcoming long-range transportation plan. The project will cause irrevocable harm to Rockville -- especially to neighborhoods bordering 270. It is a bad financial risk for Maryland taxpayers. And it makes absolutely no sense in terms of the environment or the long-range needs of Metropolitan Washington area commuters.

For thorough coverage of related issues, I refer you to <https://dontwiden270.org/>.

Thank you.

Lynn Marble
Rockville MD 20850

I am asking you to vote against the I270 P3 Toll Lane project because it will have so many negative impacts on neighboring communities and it will not help with congestion. There are two bottle necks that create the backups, the I270 spur onto I495 and north of Germantown where the number of lanes reduces to two in both directions. Toll lanes will not change the need to merge in those areas. I am horrified envisioning flyovers right in my backyard - a new interchange just to connect onto toll lanes. Toll lanes with inflated rates whose

proceeds go to a foreign company and not reimburse the Maryland tax payer. The design has been made to profit the builder, not MD drivers. There are limited access points between toll and non toll lanes and egress will necessitate more traffic onto local streets. Toll lanes will take years to build, with accompanying air/noise pollution AND congestion. Park lands, cemeteries and more green space will be lost forever. Finally, MDOT has not been transparent in detailing the flyovers and related reconstruction of the highway as related to Alternative 9.

Yes, we have traffic and congestion, but we have an opportunity to take a deep breath, pause and reexamine solutions. There is a sound argument to wait until we see what commuting changes will result from more telework in the DC area.

Thank you for your time and consideration.

Sincerely,
Judith Cline
Rockville, MD

Dear Mr. Allen,

I still can't believe that there is a push to widen I-270. It's hard to believe that the elected and government officials are not listening to the people that elected them to their offices and pay their salaries.

The whole idea makes no sense, no matter how we look at it.

What makes this whole idea of widening I-270 even more absurd is that:

- 1) It will not solve traffic problems.
- 2) The problem we have on I-270 is a queueing problem - you can add 10 lanes to I-270 and it will not make a difference on the congestion, UNLESS we widen I-270 upstream (north of Germantown.) It's actually ludicrous that government Road Engineers are still entertaining this bad idea of widening of I-270 in Montgomery County, without widening I-270 upstream (in Frederick County.) Does anybody in their right mind really believe that current projects to widen I-270 will improve traffic in our area.
- 3) It's simply a bad idea, no matter how we look at it. There is pros for widening I-270. Please use our money to a better project/

4) We should strive to become a greener society. Building more roads for more cars, destroying green spaces, **is not the way to go**. Widening the roads only sends a bad message.

5) I can't think of a single positive benefit that the I-270 widening project will bring to our area. NOT ONE!!!

In summary, everything about this toll-lane project will have severe impacts on local communities. Traffic will be worse during and after construction, on and off the highway. This will be exacerbated by new interchange ramps and alternative configurations of existing ramps, ramp metering, variable speed limits, and lane adjustments.

We should strive to better a better tomorrow for our communities, not to mess today and the future with these horrible ideas.

Thank you very much
Nitto Rotta

We are emailing you to urge the TPB to remove the I-270 P3 toll-lane project from the plan. As residents of Woodley Gardens, our home backs up to Gude drive. We strongly believe this project is bad for your community, for Rockville, and for Maryland taxpayers!

I write to you about the P3 project and it's impact on my household and community. I was born and raised in the Woodley Gardens neighborhood of Rockville, and in 2019, my husband and I moved from Washington, DC to Woodley Gardens to raise our two daughters (Rose 4, Opal almost 2). We absolutely love the sense of community and vibrancy our neighborhood offers, exemplified by the parks and green foliage proliferating throughout the neighborhood. It is a critical variable that drew us to buy a home in this community and something our friends notice when visiting from across the DMV area.

Our particular home backs up to Gude Drive near the intersection with I 270. Currently, traffic noise and pollution are a daily and nightly factor in our life, something which is particularly challenging to manage with two small children. We have been aware of the intention to widen I 270 and add on-ramps for Gude Drive, but we cannot support this project due to the impact it will have on our community. Any expansion and addition of on ramps will greatly increase the noise pollution in our neighborhood which has become a prime draw for young families. There is NO chance this will continue if disruptive traffic patterns and noise pollution increases.

We have particular concerns regarding the new Gude Dr interchange and it's potential visual and audio changes for Woodley Gardens, specifically, my home located so near the

intersection of Gude and I 270. The new addition of ramps and a larger bridge all create impermeable surfaces which will result in more waterflow and pollution directly into Watts Branch and adjacent streams. These are streams and wooded areas in which our children play. Additionally, the Senior Center will lose a portion of its acreage, a loss to the community that utilizes the green space, garden plots and playground equipment throughout the seasons. These are public spaces in which our children play and thrive. These are also some of the defining features of our neighborhood which could be negatively impacted or lost.

Please slow this project down in order to consider all viable options and potential impacts the COVID 19 pandemic will have on traffic patterns, commuting and telework, mass transit optimization, and long term economic ramifications.

I appreciate your time and consideration.

Sincerely,

Kristen Konopka Pazan

Rockville, MD

Dear Mr Allen,

We are writing to strongly urge you to take action to stop the construction of toll lanes on I-270 as part of the long range transportation plan. This project will disrupt neighborhoods and increase traffic within the city of Rockville for years to come, will cause as yet unquantified environmental damage, and is a dangerous and unneeded financial risk for Maryland taxpayers.

The state of Maryland cannot afford another P3 debacle like the Purple Line. The Toll Lanes P3 project has been a shape-shifting nightmare from the beginning and at this point with unpredictable traffic projections for the future, it is a terrible idea to proceed with this remnant for I-270. Please remove the toll lanes from the long range transportation plan and focus your efforts on more comprehensive and responsible solutions to regional traffic.

Rockville MD

Dear Chair Charles Allen,

I am writing to ask that the TPB remove I-270 P3 from the regional plan. This is clearly a play for more money and not a benefit to the residents who use this road every day. It will cause tremendously more traffic in our area and is not a good use of public funds. This is bad for the West End, bad for Rockville and BAD for Maryland taxpayers.

Sincerely,
Jennifer Strohm
Rockville, MD 20850

Good afternoon Chair Charles Allen,

We pray you and your loved ones continue to stay healthy.

As a longtime resident (28+ years) of Montgomery County (Rockville, MD), I respectfully request that you "remove" I-270 P3 Toll Lane from the Project Plan.

The project is bad for our community, for Rockville, and for Maryland taxpayers!

Be Well,

With gratitude and appreciation,
Azita S. Moghaddam

I am writing to you to tell you that I believe that the I270 P-3 toll lane project is terrible for the residents of Rockville and MD tax payers. I have lived in this county for over 52 years and I believe that the I-270 P3 should be taken out for the regional plan. This plan is made for the wealthy that can afford to use the toll lanes. Traffic is already a nightmare on I270 we don't need things to get worse.

Julie Maggio

Dear Chairman Allen,

I am a Rockville resident whose neighborhood sits up against I-270. I urge the Metropolitan Washington Transportation Planning Board (TPB) to remove the I-270 P3 toll-lane project from the plan.

We know from highway expansion projects around the nation, as well as the last time I-270 was expanded, that adding lanes attracts MORE traffic instead of reducing congestion over the long-term.

The project won't actually solve the congestion problems, commits the state to years of more highway building instead of creating transportation alternatives, and puts Maryland

taxpayers at risk because we'll all be on the hook if the project finances don't work out. Thank you, and please let me know what action you plan to take,

Peter Altman
Rockville, MD 20850

Dear Chair Charles Allen,

Please support the no in build option for the Managed Lanes Project. First to meet our goal of greatly reducing greenhouse gas emissions we must prioritize expanding transit. Governor Hogan has consistently defunded transit (Red Line Light Rail in Baltimore, Corridor Cities Transitway in Montgomery County), favoring highway expansion. Highway expansion increases vehicle traffic, exacerbating climate change that is already prevalent in Maryland. The plan for the toll lanes which will end at Route 370 will buckle traffic before and after the additional lanes merge into 2 lanes. Along with the congestion, accidents will to happen when drivers are forced to change lanes as traffic merges. As a Montgomery County resident, I am concerned about the increased pollution and the long-term construction on the interstates.

Sincerely,
Gail Landy
Gaithersburg, MD 20877

Dear Chair Charles Allen,

I urge you and the Metropolitan Washington Transportation Planning Board to remove the I-270 P3 proposal from the long-range transportation plan because it is bad for my community, for Rockville, and for Maryland taxpayers statewide. With variable tolls designed and incentivized to skyrocket so as to keep transit times speedy, it only service the wealthy. With no plans for infrastructure off of 270 and limited on/off access points, it deepens transportation problems within communities, forcing traffic to drive through neighborhoods if they have exits that do not match the far-between ones created for the toll road. This just transfers traffic problems to constituents at EVERY point. Without complete EPA studies and water-management plans, this promises to be a disaster in an era when we KNOW we must pay more attention to environmental impacts of highways and annual increased rainfall in the region is not going to be soaked up by increases in pavement and the short-sightedness of poor transit design.

Also it is NOT a plan that has been thoroughly compared to other options like mass transit... from the impacts of the future Purple Line, to the expected change in commuting needs post COVID pandemic, to even simpler solutions like vastly increasing MARC train service... why risk billions and Marylanders quality of living over a half-baked proposal relying on the

outdated notion that "more roads solve everything;" because the literature is out there... the examples are out there... more roads just equals more cars and the SAME problem resurfacing as soon as construction completes. And if ANYBODY wants to argue "this time will be different" then they had better have good reason, including, waiting to see what the Purple line does and what post Pandemic changes lead to. Basically even a "wait and see" approach is more sensible the expediting this highway fever dream.

Clearly, this P3 is a huge unnecessary fiasco that will hurt our communities, state finances, and the environment. It will not reduce regional traffic congestion. As pointed out in a [letter from Rockville's Mayor and Council to Comptroller Franchot](#), "the traffic impacts caused by construction and congestion will be monumental."

Please serve the state by not supporting this P3 proposal.

Dear Chairmen Allen,

I am writing to you as a Rockville resident concerned with the planned I-270 toll-lane project. In particular, I am concerned about the ill-conceived nature of this project, which appears to be driven by financial concerns much more than by traffic concerns. Reversible lanes are preferable to toll lanes. Please stop the toll-lane project.

Sincerely,
Felix

Dear Mr. Allen,

I am writing to you as a long-time Montgomery County resident to ask you to remove the I-270 P3 toll lane project from the MTB's long-range plan.

As I am sure you are aware, this project will have severe and disruptive impacts to traffic in many communities, and the toll lane fees might be as high as \$40 for a mere 7 miles. (To the 370 interchange). This is not a sustainable fee, let alone a fair price. The project is bound to be a financial disaster.

The State of Maryland has also not completed its environmental impact statements as required by law, and MDOT seems to be cutting corners in order to get the project "through."

As I am sure you also know, this project has a lot of opposition, from Montgomery County, from the parks and planning commission, and from residents, even those who now experience the traffic that this project is supposed to alleviate.



So please remove it from the long-range plan.

Thank you.

Nancy Wagner
Rockville, MD

Dear Chairman Allen-

I urge the Metropolitan Washington Transportation Planning Board to remove the ill-conceived and fatally flawed I-270 P3 toll-lane project from its long-range transportation plan. The project is bad for Montgomery County and puts all Maryland taxpayers at high risk! There are many reasons why the P3 toll-lane project should not go forward:

- As [DontWiden270](#) explains in a [detailed article](#), "Everything about this toll-lane project will have severe impacts on local communities. Traffic will be worse during and after construction, on and off the highway. This will be exacerbated by new interchange ramps and alternative configurations of existing ramps, ramp metering, variable speed limits, and lane adjustments."
- **The proposed tolls will be too high for average drivers on a daily basis.** According to [details from Maryland Transportation Authority](#), the minimum 2021 toll rate for a passenger vehicle with an E-Z Pass on the I-270 portion will be 20 cents/mile and the maximum \$3.76/mile. That means the toll from the bridge to I-370 could be almost \$40 at peak times! Actual toll rates likely will be higher by the time the road is actually operating in five years or so.
- **The project did not adequately consider mass transit from the beginning**, and does not take the "new normal" of increased telework post-pandemic into consideration.
- **The project will not help those who live north of I-370 and may actually make their commute worse.** The project does not address the need for more commuter friendly transportation from Frederick and northern suburbs into DC -- and according to MDOT's new plans and recent statements from Comptroller Peter Franchot, never will. Mr. Franchot recently said that only "Phase 1" of the project -- as MDOT also just announced -- from the American Legion Bridge to I-370 and the beltway to Old Georgetown Road is "on the table" for the foreseeable future. The project will create new lane drops on I-270 and on the beltway at Old Georgetown Road, which will just back up traffic, worsening commutes beyond that! It's not clear if or when toll lanes will be built farther north.
- **Rockville Mayor Bridget Newton and the Rockville City Council have cited the harm that expanding I-270 would impose on Rockville residents**, saying that the project "ignores social justice concerns".



Comptroller Franchot [recently said](#) the I-495/I-270 toll-lane project is basically just an “experiment” to “see how it goes” and see if there’s “any real uproar over the tolls.” ([read more here](#)). I don’t want the Maryland Department of Transportation or the Transportation Planning Board “experimenting” with my tax dollars, our communities, and our environment! Therefore, this project needs to go back to the drawing board, and should not be considered further as proposed.

Thank you for considering this input.

Olivia Bartlett, Bethesda, MD
Co-Lead, DoTheMostGood Maryland Team

I am writing because I think it is in the best interest of Montgomery Co and Maryland for the 1-270 P3 toll-lane project to be removed from the log-range plan. Widening roads does not open up traffic flow for a very long period of time. We can’t keep widening our roads. We don’t have the space. Construction often takes much longer than originally anticipated. Traffic is much more congested during the construction. Just look at 1-66. I-270 has been widened previously and it only resolved the problem for a few years.

Anne Stevens
Silver Spring, MD

To: Charles Allen, Chair
Metropolitan Washington Transportation Planning Board (TPB)

I urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan.

This toll-lane project will have severe impacts on local communities throughout Montgomery County. Traffic will be worse during and after construction, on and off the highway due to the planned widening, the new interchange ramps and alternative configurations of existing ramps, ramp metering, variable speed limits, and lane adjustments.

It's also concerning that there is no planned transition between free and toll lanes. This project is bad for Montgomery County residents, bad for the environment, and will do nothing to improve traffic flow. Finally, all Maryland taxpayers will end up paying the bill!

Lea Chartock
Takoma Park, Maryland

Dear Chair Charles Allen.

I am writing as a resident in North Potomac to ask you to please urge the TPB to remove the 1-270 P3 toll-lane from the Transportation plan. In my opinion it is unnecessary and will only serve to negatively impact neighboring communities ties. The construction alone will be enough to make us crazy. Traffic will be worse during and after construction, on and off the highway. My understanding is that MDOT has already expressed preference for alternate plans.

Take it off the table!

Thank you,

Jane Stelboum
North Potomac

Dear TPB Chair Charles Allen,

Both as a Rockville resident and as a Rockville Councilmember, I ask that the Transportation Planning Board remove the I-270 P3 toll lane project from the long-range transportation plan for your vote on Wednesday (tomorrow). There would be many adverse impacts on Rockville for an expensive non-solution to traffic woes. This project has foundered on its internal contradictions, has seen a lack of transparency, uses questionable assumptions and projections, promotes highway use at the expense of transit and telecommuting, and does not take into account the long-term impacts of the pandemic, which as of this writing, are not totally known. However, it is likely that there will be a greater number of people working some of their days from home. The one positive outcome from the pandemic is that the world has demonstrated that it is not always necessary to commute.

Instead of building ever more roads, the region should encourage and incent more teleworking from home, for say 3 or more days out of every 2 weeks, for the many people who can work that way.

Yours,

Mark Pierzchala
Rockville Councilmember

Thank you for your time and attention.

I am contacting you in regard to the I-270 highway expansion project, which I would ask that you please remove from your long-term transportation plan.

This proposal to widen sections of I-270 embodies a fundamentally outdated and misguided approach to infrastructure investment. This unnecessary highway expansion will leave behind harmful public health and environmental repercussions long into the future.

After a recent modification by MDOT, the project's main focus now only includes replacing and expanding the American Legion Bridge as well as adding multiple toll lanes to the lower part of I-270. This dramatic downsizing of the project is a huge victory for local residents' quality of life, now and in the future, but it's time to completely scrap the entire expansion project.

Fixing aging bridges makes sense, but not as an excuse for expanding them. Given that MDOT has already determined adding lanes to the majority of the highways outlined in this project is no longer worth studying, why add any more lanes at all?

Maryland needs to take a fresh approach to transportation spending. The COVID-19 pandemic has provided us with an opportunity to rethink the way we get around. At the same time, new political winds in Washington are setting a fresh course with major changes to our country's historically car-centric transportation system, as the federal government has stepped in twice over the past several months to put the brakes on major highway expansions in Houston, TX and Milwaukee, WI.

Highways have caused lasting damage to communities in Maryland. Reducing this project's scope won't solve the larger problem. We don't need more highway lanes. We need more electrified public transit, biking and walking.

Thank you again for your time and consideration.

Cheers,

John Stout

Chair Allen-

I am writing to you to indicate my opposition and Jennifer's opposition to the addition of toll lanes to I-270 and ask that I-270 P3 be taken out of the regional plan.

At present, I think there are sufficient lanes on Lower I-270 and there is insufficient need to widen or dedicate lanes to toll lanes which will merely worsen the immediate traffic on Lower I-270 or require widening which will adversely impact the residents in my neighbor of Woodley Gardens in Rockville Maryland.

For years, we have looked at I-270 and noticed that is a constant stream of traffic on upper I-270 backs up all the way to lower on I-270. Lower I-270 just becomes a staging area like a funnel. In our opinion, adding toll lanes will just increase the cost to the Rockville area residents, reduce our present local capacity, negatively impact our neighborhoods, and not improve our traffic on Lower on I-270 while not addressing the systemic problem of Upper I-270.

Until the remedy the bottleneck on Upper I-270, putting paid toll lanes on Lower I-270 will be a complication and additional cost to the Rockville residents using Lower I-270 and may offload traffic to secondary streets which are already at capacity. If commuting drivers to and from Frederick and Hagerstown area need additional capacity, having toll lanes to Lower 70 does not fix that systemic problem and only becomes a revenue stream without significant improvement to the underlying traffic problems.

Thank you for your consideration,

Joseph L. Dixon and Jennifer H. Dixon
Rockville, MD 20850

Hello Mr. Allen,

Thank you for taking the time to read my email. My name is Rachael Hamm Plett and I am a resident of Woodley Gardens in Rockville, MD.

We are community directly affected by the proposed I-270 toll-lane project which will bring us no immediate relief to congestion, but instead add needless burdens of construction, traffic, asphalt, and concrete interchanges where our kids now safely ride their bikes and play, not to mention the added cost of escalating toll fees to our daily lives.

We are invested in our family-friendly community with a walkable shopping area, parks, and homes that stand to bear the brunt of these impacts without any advantage to our community.

I urge you to vote to remove the I-270 toll-lane project from your plans and consider alternatives to address congestion on our roadways.

Thank you,
Rachael Hamm Plett
Rockville, MD 20850

Dear Chair Allen,

I would strongly urge the Metropolitan Washington Transportation Planning Board (TPB) to remove the I-495/I-270 P3 project from TPB's long-range transportation plan.

The Maryland Department of Transportation (MDOT) announced no action at this time on I-495 east of the I-270 eastern spur with a focus on the portion of the proposed P3 project from the American Legion Bridge to I-270 to I-370. The removal from current consideration of a significant portion of the proposed I-495/I-270 plan is indicative of a project in serious disarray with substantial technical problems and considerable and broad political opposition.

The remaining part of the proposed project is technically defective and does not merit retention in the TPB long-range transportation plan. The retained portion will have particularly destructive effects on the City of Rockville as well as the Beltway communities west of the western I-270 spur.

We have a substantial need to replace the current P3 plan with a technically balanced and inclusive transportation planning process that will explore all the options in a changing technological and environmental context.

TPB plays an important role in producing a regional transportation policy framework and a forum for coordination. It is in a unique position to constructively guide and integrate the planning process at a critical juncture.

I want to make a few points about why it is appropriate to remove the I-495/I-270 P3 project, particularly the portion of the project that is MDOT's current focus.

1. Telework is likely to have an enlarged role. Even if in-office participation is required telework is likely to be used in a hybrid system which could allow trips to the office that avoid peak hour travel. We need time to understand what is going to happen to plan well.
2. The MDOT has built for immediate use a traffic management technology project (sensors and traffic controls) that will lead to major reductions in travel times on I-270 now and continuing at least to 2040 according to MDOT's own Travel Time Matrix tables. For example, the plan will reduce travel times for the Morning Peak hour trip southbound toward Virginia on I-270 and I-495 as much as 40% between various destinations. It would be very important to know how well this system works before building a project to last 50 years.
3. MDOT's own Travel Time Matrix tables show there is no significant travel time advantage for the 85-90% of driver in the non-toll lanes over the No-Build drivers. For example, a comparison of the morning-evening round trip from I-370 to River Road and back on the non-toll lanes vs. the No Build option revealed virtually identical travel times in 2040. The non-toll lanes took - 30.5 minutes and the No Build option - 30.7 minutes.

4. Even the toll lane travel times northbound from the I-270/Beltway split to I-370 is virtually the same as the travel time for the No-Build. The toll road has seven lanes and that will become 6 at I-370 – always a traffic problem.

5. The current I-270 has 12 lanes, the same as the New Jersey Turnpike with truck lanes near New York City. In order to accommodate 14 lanes every interchange in Rockville will have to be rebuilt. Two out of the three physical support structures for the interchanges are part of the existing I-270 separator structure for the express/local lanes that will be converted into the seventh lane. Creating the seventh lane requires these interchange supports to be removed. Rebuilding the interchanges will cause transportation and environmental chaos for Rockville and for I-270, in addition to costing at least hundreds of millions of dollars.

It is time to take the steps any good planner takes – step back and review and recalibrate previous assumptions and strategies.

Finally, 50 years ago I was the chief negotiator for the largest coalition of community and environmental groups in Boston in a study called the “Boston Transportation Planning Review” (BTPR) which resulted in stopping all the proposed highways and committing to mass transit. Most important, the BTPR was funded by the U.S. Department of Transportation as its model for its national requirements for future Environmental Impact Statements (EIS). (The EPA Act had just been passed). I participated in excruciating detail in this two year process that created the national EIS framework that lasted decades and at its core is still relevant today.

Thank you for your consideration and attention.

Sincerely,

Arthur Katz, PhD
Rockville, Md 20850

Dear Charles Allan,

Please remove the I-270 P3 toll-lane project from the plan. The P3 lane project is bad for your community, for Rockville, and for Maryland taxpayers! You will destroy our lovely community and won't alleviate much traffic. Also with shifts to telework it isn't worth destroying homes and communities for this.

Best,

Emma Krichinsky
Rockville, MD 20850

Dear Mr. Allen,

I am writing to urge the Metropolitan Washington Transportation Planning Board to remove the I-270 P3 toll-lane project from the plan. The project is bad for the local community, bad for Rockville, and bad for Maryland taxpayers!

Very sincerely,

Chiara Jaffe (Rockville resident for 45 years)
Rockville, MD 20865

Chair Charles Allen,

Please remove the I270 P3 toll lane project from the long-range transportation plan. This project is BAD for the 1500 students as well as the staff at Julius West Middle school in Rockville. There will be major disruption with the highway moved closer to the school (already in the 'danger zone'), the construction on the entrance ramp to the highway AND the rebuilding of the overpass. It will cause poor air quality, noise distraction, and not help decrease traffic. This school is 55% minority. Haven't our kids suffered enough from poor planning and greed by adults?

From,
Patrice Davis

Dear Mr. Allen,

We write to urge you not to go forward with adding toll lanes to I-270 through our neighborhood (West End) in Rockville. The proposal will substantially harm our neighborhood, adding traffic, noise, and pollution, and resulting in the loss of valuable personal and community land. Plus we don't believe it will reduce traffic. At best it will just move the bottleneck farther north.

The timing is also terrible! Most of the people we know will continue to work remotely well into the future! Perhaps no highway expansion is needed at all. Why not wait to see what post-Covid life is like?

This is a wonderful, peaceful, walkable community. People here want more mass transit, not more highway! We already have so much traffic noise. Please don't cause further harm to our amazing neighborhood.

Thank you for your consideration.

Regards,

Chiara Spector-Naranjo and Wladimir Naranjo
Rockville, MD 20850

Hi Charles Allen,

I live in Potomac and don't want toll lanes on 270 and 495. The toll lanes will not solve congestion on the highways and will put many more cars on our secondary roads, including Montrose, Seven Locks and Falls Road.

Please remove the toll lane project from your plan.

Thank you,
Wendee Reznick

Attention to Chair Charles Allen,

I would like to request the TPB to remove the I-270 P3 from the regional plan. There are unresolved environmental concerns as well as financial concerns for Rockville and the taxpayers of Maryland.

-Laurie Fromberg

Dear Mr. Allen,

I am taking a few moments this evening to write to say thank you for your service on the transportation planning board. I wanted to also share that my husband and I strongly oppose any widening of I-270 and encourage the removal of the P3 toll lane project from the plan.

Our neighborhood, Woodley Gardens, is tucked just off of I-270 and there has already been a substantial increase in noise pollution over the last decade or so. The proposed widening of I-270 will negatively impact our community by increased traffic, noise and air pollution. The changed traffic patterns and increased local traffic during lengthy construction period will make our neighborhood streets dangerous for pedestrians and cyclists, especially children. The toll lane specifically will also hurt local residents as I-270 is a vital route for commutes to schools, and work in Bethesda and D.C. and not everyone can afford increased expense of daily tolls. Research shows that increasing highway capacity does nothing to mitigate traffic volumes. Plus it will be very unsightly -- we don't want our main highway to look like the section of I-95 that goes towards Woodbridge, VA. This is a costly project and funds would be better spent improving public transportation, specifically rail options.

Thank you for your time and consideration. I hope you support the removal of this toll lane from the proposal.

Sincerely,
Aubrey Van Kirk Villalobos
Rockville, MD

To the TPB Chair - Charles Allen,
I encourage you to remove the I-270 P3 toll-lane project from the plan during the Tuesday night long-range transportation plan. Simply put, this plan will not only make our traffic in the area much worse in the short term, but will impact many Rockville residents and the community at large. After 2020 and 2021, our community cannot afford to have more human lives impacted, nor can our budget take on more new projects. The anticipated revenue from this project will not cover the costs, and will hurt our community significantly.

With many companies (my own included) reassessing the need for traditional offices, it does not make sense for us to invest in this plan for increased traffic when there will likely be large changes in the future.

Our community and budget needs to focus on getting back to normal from COVID, not putting more money into private transportation, having to remove families, and closing businesses.

Thank you for your consideration,
Lauren Ruff
Resident of Woodley Gardens / College Gardens neighbourhood

Dear Mr. Allen,

Please, please, please consider removing the 270 toll lane project from the long range transportation plan. I live less than a mile from 270. We hear cars racing nearly every night. We smell lingering, stale exhaust from the gridlock that occurs nearly every day. We understand that commuters literally have no other direct options to get into DC or Northern VA by car. I disagree that the best solution is to widen an existing highway and tax users (especially without doing ALL of the proper environmental analysis). That is a racket. We have no choice.

What are the alternatives that would help mitigate congestion and improve connectivity throughout the region? Where is that more difficult, but important conversation taking place?

Thank you,
Stacy Kaplowitz

704 Beall Avenue
Rockville, MD 20850

Dear Mr. Allen,

I am writing to express my urgent wish that the toll lane being considered for I 270 be eliminated from the plans. Isn't one toll lane that is barely used (I370) bad enough? It costs our family about \$5 to use that road round trip each time. Please do not add another high cost low benefit lane to the 270 - all highways should be considered a public good to be used by all the people, with no special advantages going to the wealthy merely because they can afford to pay more.

Thank you,
Amy McLaughlin
Rockville MD 20850

I am writing to urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan. The plan will not work to relieve traffic on I-270 for any appreciable length of time. Traffic will be a mess within another two or three years, if that, much like it has been after past expansions of the highway. This plan is bad for the surrounding communities/residences/businesses; it is bad for the city of Rockville; and it is bad for Maryland taxpayers. And it won't solve a thing.

Thank you.

Dear Mr. Allen,

I urge you to please remove the I-270 P3 toll-lane from the plan that the Transportation Planning Board will issue. This project will severely harm our treasured Rockville neighborhood which we all know and love that borders I-270, The plan is environmentally unsound. It is a road for wealthy people, not for the hardworking residents of Rockville. It is not necessary, as I-270 is wide enough as isThe only sound path forward is for us to expand public transportation. Those who can work at home should work at home and not clog our roadways. If we do these things, no further widening will be needed.

We love living in Rockville, an All American City numerous times. Please do not cause irreparable harm to our community in which we live. There are better ways. Thank you.

Thank you,
Jane Pontius
Corresponding Secretary
West End Citizens Association
Rockville, Maryland

Hello Mr. Allen:

Before the Metropolitan Washington Transportation Planning Board votes on its long-range transportation plan, I urge you to support the removal of the I-270 P3 toll-lane project from the regional plan. It would have a direct and negative impact on our Woodley Gardens (Rockville) community. Converting Gude Drive into a toll lane access road will greatly increase traffic, noise and pollution within our community, and surrounding neighborhoods. Not to mention the excessive impact on Maryland taxpayers.

Thanks you so much for your consideration.

Kind regards,

Jim and Kerri Albright

TPB Chair Charles Allen,

Please remove the toll-lane project from the Metropolitan Washington Transportation Planning Board (TPB) plan for our region. I have little confidence that this toll-lane project will provide the economic benefits that justify its cost and general disruption to the region. Less money could be spent to reduce the congestion caused by poor design at the exits and onramps for example the single lane that exits from northbound I-270's local lanes to I-370/MD-200. Toll-lanes will not promote energy savings that could be realized with smart bus systems and further studies to leverage sensors to maximize throughput in rush hour high density travel times.

Thank you for taking the time to see my push to remove the toll-lane project from I-270.

Bill Newhouse
Rockville MD 20850

Dear TPB Chair Charles Allen,

I am writing to express my opposition to the I-270 P3 toll-lane project, and am requesting that the I-270 P3 be removed from the long-term TPB plan that is currently under consideration.

I have been a resident of Rockville, Maryland, since early 2010 and have been a homeowner in Rockville since 2015, and my workplace is in Bethesda. I am quite familiar with the I-270 commute to and from Bethesda. From frequent visits to family, I am also familiar with traveling via 270 and 495 to and from Northern Virginia, as well as northwards to Frederick.

I have been continually disheartened by Governor Hogan's insistence on pushing the I-270 P3 project, without taking into account the impact on those of us who live here. The I-270 P3 project would severely negatively impact those of us who live and work along the corridor.

Building privately owned toll roads at massive taxpayer expense is not the solution. Developing more sustainable alternatives, such as better mass transit options, is.

Please eliminate the I-270 P3 project from the regional plan.

Thank you for your consideration.

L. Christine Turtzo
Rockville, MD

Dear Chair Charles Allen

I urge you to remove the I-270 P3 toll-lane project from the plan. The project is bad for my community, for Rockville, and for Maryland taxpayers! I ask that the I-270 P3 be taken out of the regional plan. This will have a direct impact on quality of life, market property rates, and traffic flow to my work.

I thank you for your attention to this matter and plead with you to remove the I270 P3 toll lane project from the plan.

Namrata Ram Andriesssens
Rockville , RegentSquare resident
Rockville Md 202850

Dear Mr. Allen:

I am writing to urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan. The plan will not work to relieve traffic on I-270 for any appreciable length of time. Traffic will be a mess within another two or three years or sooner, much like it

has been after past expansions of the highway. This plan is bad for communities/residences/businesses next to I-270; it is bad for the city of Rockville; and it is bad for Maryland taxpayers. And it won't solve a thing.

Dear Chairman Allen,

I am writing to you to urge you to stop the P3 I270/495 project. This project is a fiasco that destroys local communities while serving no one. This project will increase traffic in local roads without alleviating any traffic on 270. My husband and I are both civil servants, I a public school educator and my husband works in grants at the NIH. We have sacrificed a lot to live "close-in" and to not have a commute. We bought a house in a neighborhood we could barely afford, did not go on vacations, and scrimped in order to be able to spend time with our families rather than commuting, while others chose to buy the big house "up north" and commute. Now, our neighborhood and local traffic patterns will be destroyed for the "convenience" of others, though research shows that this project will not really garner much relief at all for traffic. This is a nightmare—please stop this project immediately and explore mass transit options instead.

Thank you for your consideration,
Jolynn and Bobby Tarwater
Rockville, Md 20854

Dear TPB Chair Charles Allen,

The I-270 P3 toll-lane project is not good for Woodley Gardens, Rockville, and for Maryland taxpayers. We ask that the I-270 P3 be taken out of the regional plan.

We have lived in Woodley Gardens since 1987 and at in our home that backs to Gude Drive since 1999. The traffic volume and the noise impacts have increased every year we have lived on Aster Blvd. The earth berms are low in many areas and the pine trees have died off over the years. The traffic noise - air breaks from dump trucks, racing motorcycles, cars speeding well over 50 mph - has become a constant drone and the proposed addition of ramps at Gude Drive to the proposed toll lanes will only worsen the situation. Woodley Gardens and College Gardens, along with the protected forest and wildlife that lives between both neighborhoods, will be negatively impacted by noise and pollution from an increase in traffic.

The Virginia toll roads have not helped taxpayers but has lined the pockets of the private business that administers the toll lanes. This has been well documented in public docs as well as articles in the Washington Post. Please do not allow the same thing to happen here in Montgomery County.

The toll roads will not address the need to move toward better public transportation options. The toll lanes will increase traffic in many neighborhoods by opening additional ramps for toll users. Our neighborhoods will be negatively impacted and the state has not laid out any plan to help with noise abatement.

Thank you for your consideration and I hope you with vote to remove the I-270 P3 from the regional plans.

Jeanine Gould-Kostka
Rockville, MD 20850

Please remove the P3 project for I270. This project is a bad idea. It will divide Rockville into two pieces and remove the neighborliness of our city.

I live in Woodley Gardens West and the project threatens to take up open space at the Senior Center and even threatens the little shopping center which is a community fixture.

The state has bulldozed this project without consideration of improving mass transit. The pandemic has shown that work habits are changing and commuting may likely decrease, making thus montrosity unnecessary.

Please stop this project.

Joan Zenzen

Please remove the P3 project for I270. This project is a bad idea. It will divide Rockville into two pieces and remove the neighborliness of our city.

I live in Woodley Gardens West and the project threatens to take up open space at the Senior Center and even threatens the little shopping center which is a community fixture.

The state has bulldozed this project without consideration of improving mass transit. The pandemic has shown that work habits are changing and commuting may likely decrease, making thus montrosity unnecessary.

Please stop this project.

Joan Zenzen
Rockville. 20850

Chair Charles Allen, Metropolitan Washington Transportation Planning Board,

Please do not compromise the Rockville Community and cause costly taxes to our Montgomery County citizens. After this Pandemic, there should be no need for widening/or including a I-270 P3 toll-lane project plan. The pandemic has caused a large number of Montgomery County citizens hardships in loss of jobs as well as personal hardships; therefore, we cannot afford another tax hike on the one we have received recently.

Also, more people are working from home and plan to do so in the future (as a result of this pandemic). Therefore, please remove I-270 P3 toll-lane project from the plan.

Don't turn Montgomery County into some sort of through way to Frederick County and other counties. Not our fault people (cheaper homes/property) commute from Frederick to DC. While, we in Montgomery County pay higher home/property costs. This is not fair!

Thank you for taking the time to read this and considering the plea of every citizen in Rockville, and in Montgomery County regarding this costly and agonizing plan - as it is no longer needed.

Patricia Wilson
Rockville, MD

Dear Mr. Allen,

I am a long-time resident of the Woodley Gardens neighborhood in Rockville, MD. I am writing to urge you to remove the I-270 toll lane project from the transportation plan. My main concern is that I-270 is already **12 lines** across in Rockville. Having such a wide and noisy highway running through the Rockville is already quite detrimental to the character of the city and the health of its citizens. Adding lanes and pavement is not acceptable given concerns about the environment, global warming, and noise pollution. I strongly believe more lanes lead to induced demand, which is not appropriate in today's world.

Instead, let's encourage a continuation in the growth of telecommuting and direct resources toward public transportation.

Thank you,

Linda Brenner
Rockville, MD 20850

Dear Mr. Allen and Planning Board:

I implore you to delete the I-270 P3 toll-lane project from your long-range transportation plan. This ill-begotten project is bad for Maryland, bad for Montgomery County, bad for adjoining jurisdictions, bad for the environment, bad for drivers, and bad for taxpayers.

- First and foremost, traffic will not improve. *The only reason people will use toll lanes is if the free lanes are fully congested.*
- MDOT says there will be no cost to taxpayers. Not true. The draft EIS shows that the project will likely cost us between \$482 million and \$1 billion. This *doesn't count* some \$2 billion for relocating WSSC lines or *more* millions to rebuild every bridge and overpass along I-270 in Rockville alone.
- MDOT developed its plans before the pandemic greatly increased telecommuting. Experts predict continued changes in work places and hours and continued telecommuting. No billion-dollar projects should be based on pre-covid models.
- Dozens of elected officials have called for reversible lanes and more transit instead -- a far more practical and environmentally friendly solution. Let's pay for them the normal way, with bonds.
- Governor Hogan says he *has* to impose tolls because the coffers are bare. Remember, though, he dropped *more than a trillion dollars in tolls and fees* to get reelected. Don't let this temporary mistake lead to a permanent problem.
- Not to mention the smelly way highway projects keep ending up near properties the governor owns. [See this](#), as just one example of reporting on the apparent corruption.
- Why on earth are we expanding the lower part of I-270 when the upper part is only two lanes wide? The P3 project will just make the bottleneck worse.
- The newest plan means much larger ingress and egress at several new sites. These will destroy neighborhoods, including homes, a senior center, houses of worship, and parkland in my own neighborhood. The City of Rockville [wrote on April 21](#) to Comptroller Peter Franchot that "the traffic impacts caused by construction and congestion will be monumental."
- Heed the example of Virginia. Its 2012 contract with Transurban said the state must compensate the company for any lost toll revenue caused by future widening of I-95. Just six years later, Virginia wanted to widen I-95 south of Occoquan. If it did, it would have to pay this foreign company. Now it has the same congestion as before, a 73-year contract, and wider highways with sky-high tolls. Contracts favor the toll company, never the state.
- Heed the disaster of the Purple Line, too. Do we want *this* P3 mess as well? Please don't let MDOT use the "sunk cost" fallacy. Just pull the plug. Thank you.

EM Ryan

Dear Mr. Allen,

I write to urge you to remove the 1-270 P3 Toll-Lane Project from the TPB's plan. Keeping it in would drastically change the tenor of our peaceful neighborhood, where our streets teem with children who play and bike in groups. Do not do this to our neighborhood.

Thank you for your consideration.

Sincerely,
Kate Lemery
Rockville, MD 20850

Hello Charles Allen,

I live in Bethesda, and I'm completely against the toll lane project for 270 and 495. Having toll lanes come only as far as Old Georgetown Road will cause an enormous new bottleneck. The cost of the tolls will be prohibitive. I'm URGING you to remove the 270 toll lanes from your plan.

Thank you and I'm counting on you,
Robin Goldstein

Dear Mr. Allen,

I am one of the coordinators of DontWiden270.org, an all-volunteer, grassroots organization with nearly 1,200 members. We are for fair, effective, multi-modal transportation supported by evidence that it will actually work. I urge the Transportation Planning Board to vote against including the I-270/I-495 P3 in the TPB's long-range transportation plan.

Governor Hogan's toll-lane project has been an ongoing story of false promises made to officials and the public. When the Governor first announced the project, [he said](#): "It won't cost us tax dollars." "P3s dramatically decrease the cost to taxpayers..." "Only the new lanes would have tolls...the others would remain free." And, "We don't need any legislation...we'll have to go through difficult federal environmental approvals..."

- The Hogan administration broke every one of those promises, and many more.

- MDOT's own documents show that hundreds of millions of taxpayer dollars will go to subsidize the private contractor.
- MDOT's preferred alternative for I-270 turns the existing HOV2 lanes -- paid for by taxpayers, free of cost at all times, and unrestricted for 21 hours each day -- into toll-lanes to profit the private contractor.
- The State is doing an end-run around the federal environmental review process. MDOT will seek approval for a 50-year agreement with the private contractor well before the FEIS and ROD are issued.
- MDOT promised transparency and instead is pushing the State into an opaque contract with an unidentified construction partner, unspecified bridge and road design, hidden bridge accord with Virginia, hidden costs, hidden risks, hidden data, and unknown impacts on jurisdictions and people all along the highways and beyond.

Governor Hogan's toll-lane P3 is not wanted by the communities and local and county governments it will impact. According to [MDOT's own documentation \(p. 18\)](#), the ZIP code generating the greatest number of public comments about the P3 project is Rockville's 20850, the area likely to be most adversely affected.

I ask you to vote to remove the I-270/I-495 P3 project from the TPB's long-range transportation plan. The State -- and not an international private consortium -- should and can plan, finance, design, build, manage, operate, and maintain its own highway infrastructure for the benefit of its citizens.

Thank you,
Janet Gallant
Rockville, MD

Hello Chair Allen

My name is Caitlin Drew and I am a resident of Woodley Gardens in Rockville, Maryland. I have significant concerns regarding the proposed toll lanes on I270 and would like to request as a I citizen of Rockville and Maryland taxpayer that the I270 P3 be taken out of the regional plan.

There has been no realistic assessment on post pandemic traffic levels, and no time for study and analysis of the current traffic modifications recently completed on I270. The P3 plan would have a detrimental impact on numerous small businesses and homes.

I would appreciate a more pragmatic approach to determine future needs, and that requires a more thoughtful analysis.

I appreciate your time and consideration.

Kind Regards

Caitlin Drew

Chair Allen,

I am writing to urge the Board to remove Governor Hogan's 270 P-3 toll plan from the long-term transportation plan. It was ill conceived from the beginning, having been developed without any consultation with the affected countries and the environmental reviews have not been completed. Moreover, the pandemic has raised many questions about whether over the longer term more employees will work from home and not commute. I appreciate your consideration of these views.

With respect,

Trip Rothschild
Potomac, Md. 20854

I would strongly urge the Metropolitan Washington Transportation Planning Board (TPB) to remove the I-495/I-270 P3 project from TPB's long-range transportation plan.

MDOT's elimination from current consideration a significant portion of the proposed I-495/I-270 plan is indicative of a project in serious disarray with substantial technical problems and considerable and broad political opposition.

The remaining part of the proposed project is technically defective and does not merit retention in the TPB long-range transportation plan. The retained portion will have particularly destructive effects on the City of Rockville as well as the abutting Beltway residential communities west of the western I-270 spur.

We need to replace the current P3 plan with a technically balanced and inclusive transportation planning process and the TPB could play a constructive role.

I want to make a few points additional pints

1. The MDOT has built for immediate use a traffic management technology project (sensors and traffic controls) that will lead to major reductions in travel times on I-270 now and continuing at least to 2040 according to MDOT's own Travel Time Matrix tables. It would be very important to know how well this system works.
2. MDOT's own Travel Time Matrix tables show there is no significant travel time advantage for the 85-90% of driver in the non-toll lanes over the No-Build drivers in many scenarios. A comparison of morning-evening round trip from I-370 to River Road and back on the non-toll lanes vs. the No Build option revealed virtually identical travel times in 2040. The non-toll lanes took - 30.5 minutes and the No Build option - 30.7 minutes.

3. The current I-270 has 12 lanes, the same as the New Jersey Turnpike with truck lanes. In order to accommodate 14 lanes every interchange in Rockville will have to be rebuilt. The reason is the physical support structures for the interchange bridges are part of the separator between the express/local lanes on I-270 that will be eliminated when the separator is converted into the seventh lane. Rebuilding will cause transportation and environmental chaos for Rockville and for I-270 and cost hundreds of millions of dollars. It is time to take the steps any good planner takes – step back and review and recalibrate previous assumptions and strategies.

Arthur Katz, PhD
Rockville, Md 20850

There are many reasons that this project should be opposed. The analysis is flawed and the VMT data is highly uncertain. Many companies are no longer requiring employees to routinely work in their former offices. If so, then the excess capacity which causes the highway congestion will be obviated and the environmental damages and climate changing emissions associated with this unnecessary highway expansion can be avoided.

Elliott Levine
Rockville

Please remove the toll lanes from the I-270 project. Also widening the I-270 is not the only answer to congestion. It will just fill up with cars and trucks.

Consider more rapid transit buses and monorails.

Thanks for your consideration.

Eric Zatman

Maryland Sierra Club Comments on the LRTP

The Metropolitan Washington Council of Governments (MWCOCG), as well as its jurisdictions, have all adopted climate goals. The TPB has created a directive that TPB member agencies “**prioritize** investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG’s land use and equity goals.” Climate must be a key criterion for whether a project is included in the LRTP.

We recommend that projects that threaten progress on our climate goals be removed from the plan. Specifically, we urge you to remove the “I-270 TOLL LANES” and “I-95/495 Toll Lanes” that are part of the MDOT Managed Lanes project.

Today the *Baltimore Sun* Editorial Board wrote:

Last week, the U.S. Environmental Protection Agency [released a report](#) that points out that climate change is getting worse than previously believed, and the evidence can be found across the United States. ... Expanding highways and building bridges are 20th century solutions that we are loathe to abandon. Reducing dependence on motor vehicles is a 21st century idea that would clearly reduce greenhouse gas emissions (even electric cars aren't as environmentally friendly as most rail and transit options), but it requires hard choices. Under Gov. Larry Hogan, MDOT has shown too much interest in roads and not enough in climate change solutions.

In addition to the significant increase in greenhouse gas emissions that would come from this project, the I-495/I-270 toll lane expansion increases our vulnerability to climate change and extreme weather events. Consider the scale of flood risk from removing hundreds of acres of tree canopy while adding hundreds of new acres of highway impervious surface. Sierra Club and partners wrote 200 pages of comments (<http://bit.ly/495270DEIS>) on the 495/270 DEIS documenting these and many other major risks the project poses to our region.

To include the 495/270 private toll lane expansion project, even reduced in scope, in the region's long-term plans would be in conflict with the values and goals the TPB has adopted. We ask you to remove the “I-270 TOLL LANES” and “I-95/495 Toll Lanes” from the LRTP and instead push for a 21st century multimodal plan that takes account of climate and this century's current and emerging challenges.

Dear Mr. Allen,

Please remove the I-270 P3 toll-lane project from your group's long-range plan. It will be destructive to communities, to the environment, and will likely burden Maryland tax payers. There are better alternatives than an outdated 1970's solution to a 2021 issue. The pandemic itself has changed traffic, and demonstrated that asking people to work at home, at least on alternating days, can provide a cost-free solution. When so many other urban areas are removing highways, why are we contemplating expanding ours? It increases pollution and green house gases. It destroys communities. Most of all, it doesn't work. Please don't make this costly mistake. Sincerely,

-Terri E. Workman

I wanted to add to the letter below an important fact.

In my opinion most critical travel tables in the 18,000 pages of MDOT's EIS for the I-495/I-270 P3 project are called the "Travel Time Matrix" tables. They disclose the travel times between each I-495 and I-270 exit and entrance ramp for each of the toll road alternatives and the no build alternative during the Peak morning and evening rush hour. They allow you to compare whether the non-toll lanes of the toll road alternatives or the no built alternative lanes work better.

These Tables are in Appendix C, called the (Traffic Analysis Technical Report) at the end of the main EIS report. However, the Travel Time Matrix Tables are not really in the body of the Appendix C report. It turns out that Appendix C has appendices. The Tables are actually in one of these appendices, Appendix E: Existing and Future Speeds and Travel Times. So, it is an appendix to an appendix.

But we are not finished yet because the Tables while they exist in Appendix E, HAVE NO PAGE NUMBERS. They have a title for each table but no index of page numbers.

Arthur Katz, PhD

Mr. Allen,

Please remove the I-270 P3 toll-lane project from the TPB's long-range transportation plan. The I-270 P3 toll-lane project is bad for my College Gardens community, for Rockville, and for Maryland taxpayers! Focus on mass transportation and other modifications to improve traffic, but do not plan for or create a Toll Lane.

v/r,
John Mosely Hayes
President
College Gardens Civic Association

Dear Chair Allen and Transportation Planning Board,

The I-270 toll road plans would snarl traffic on I-270 for over five years during construction, creating huge delays and accidents. It would reduce the free lanes by one on each side, causing greater congestion for those who can't afford the extremely high tolls. It would create traffic nightmares within the city of Rockville, both during construction and after. It would worsen the afternoon bottleneck on northbound 270, where 6 lanes currently feed into two lanes. It would create a new bottleneck where ALB traffic and southbound 270 traffic would feed into the unwidened eastbound 495 lanes. This will create pressure to revive the tabled plans to widened the north side of the beltway. This is Transurban's way of building its business. Create a new bottleneck by widening a road, then use their non-compete clauses to prevent the local jurisdiction from doing anything to solve the problem, then propose widening the next segment, and so on and so on. Look at what happened in Virginia at Occoquan.

Transurban answers to it's shareholders. They do not care what's good for the environment or public. Construction unions answer to their workers. They do not care what's good for the public or the environment. The elected officials in Montgomery and Prince Georges Counties have raised their voices opposing this project. It is bad for the public and the environment. Please listen to them and remove the P3 plan to widen 270 from Vision 2045.
Thank you!

Sincerely,
Richard Stolz